

CENTRAL INTELLIGENCE AGENCY

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## Railroads

1. Two railroads bisected the Rogatin district. One ran from east to west and was called the Khodorov-Rogatin-Potutory-Tarnopol. This was a single-tracked, standard gauge railroad. During the years 1939-41 the Soviets attempted to construct a second and parallel line, but World War II interrupted the work. To the best of my knowledge it was not completed. This was a very important means of transportation as shipment of sugar beets, grain, and lumber were made over this railroad. The second railroad, equally important, was the main line Lvov-Khodorov-Bukachivchi-Halych-Galich/Stanislav. It was in the southern section of the Rogatin district and ran from northwest to southeast.

## Highways & Roads

2. The Rogatin district had two well gravelled, hard surfaced highways transecting it. The first was the Lvov-Przemysl-Rogatin-Halych-Stanislaw, and the other, the Khodorov-Rogatin-Berezhany-Tarnopol. These two highways, built on high ground, were well maintained and were able to transport light and heavy traffic. During World War II such equipment as artillery pieces, tanks, and heavy auto transports utilized the highways. The roads were wide enough so that two large trucks could easily pass one another. The shoulders on both sides were of heavy clay and during the rainy seasons became extremely slippery and hazardous to use.
3. Although all roads in the district were under the administration of the Rogatin district Road Commission, sections of the two main highways were maintained by specially created administrative posts. The Pidkamin-Bibrka-Lvov section and the Dnestr River bridge were under the maintenance post of Pidhoroddia and the Sivka-Zurawno-Stryj section under the post of Kalusch.
4. The so-called county (Powitowi) roads were lightly gravelled and during the rainy season passage was uncertain. A third type of roads consisted of both private and the so-called village roads. These roads were soft-surfaced and narrow and were used only during the dry season of summer and when frozen during the winter.

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Streams

5. All streams of the Rogatin district flowed into the Dnestr. The two largest streams were the Swir and the Hnyla Lypa. Their course was irregular and they were narrow and shallow. There were occasional deep holes. The banks of the two streams were not steep. In a few places the streams flowed through swamps and small lakes. At a few other places the streams were rapids. The stream Luh flowed through the city of Khodorov, west of the Rogatin district, and had the same characteristics as the Swir and Hnyla Lypa.

Bridges

6. All railroad bridges in the Rogatin district were of steel construction, including those over gullies, rivers, streams, and lowlands, and all overpasses. Largest of the bridges was over the Dnestr, near the town of Halych. This bridge was destroyed during World War II and until it was reconstructed in 1945, all transportation was ferried across the Dnestr with much difficulty.

Forests

7. All wood, both for fuel and for lumber, removed from the Rogatin forests, was taken to storage points on the railroads at Psary, Pomontata, Rogatin, and Pukiw. Several small saw mills were in Pukiw. The primary trees felled were oak for furniture and railroad ties, elm for furniture and special small construction, ash for airplane propellers, birch for cabinets, and soft pine for cellulose and lumber for village buildings. The Rogatin forests also contained many fruit and nut trees, but these were felled and processed on a very small scale and only for special reasons.
8. Throughout the Rogatin district there were many small brick factories and lime houses. Clay found in the area was excellent for both.

Agriculture

9. Farm lands in the district were very productive. Crops such as cereal grains, wheat, corn and sugar beets were obtained in record quantities. Tremendous amounts of sugar beets were shipped to one of the largest sugar refineries in Galicia, located in Khodorov. Some beets were also shipped to a never but smaller refinery near Tarnopol. Many flour mills, both water and steam driven, were located throughout the Rogatin district.

Population

10. The Rogatin district was inhabited primarily by Ukrainians. A small percentage (less than 5%) of Polish Colonists were also found in this area. Some of the larger towns and cities contained peoples of Jewish and German origin, but these were almost entirely exterminated by the Soviets and Germans during the respective occupations. The Ukrainians were very energetic and extremely nationalistic. This area, especially during World War II, was the scene of well organized partisan groups. Units of the UPA (Ukrainian Insurgent Army) were very active in the forests of the Rogatin district.

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[redacted] a sketch map of the Rogatin district (1:250,000) showing towns, main highways, railroads, and streams.

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